LONDON MIDLAND

STEAM IN THE MIDLANDS

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MICHAEL MENSING

D. BRADFORD BARTON LIMITED

Frontispiece: Ivatt Class 2 2-6-0 No. 46445 coming off the Leicester branch at Rugby with the 4.58 p.m. local from Leicester (London Road), July 1961. Closed six months later, this branch was built by the Midland Counties Railway in 1840 and, like the earlier Whitacre to Hampton-in-Arden branch, formed a vital link between Derby and London by joining the London & Birmingham Railway. These two early companies became constituents of the rival M.R. and L.N.W.R. respectively.

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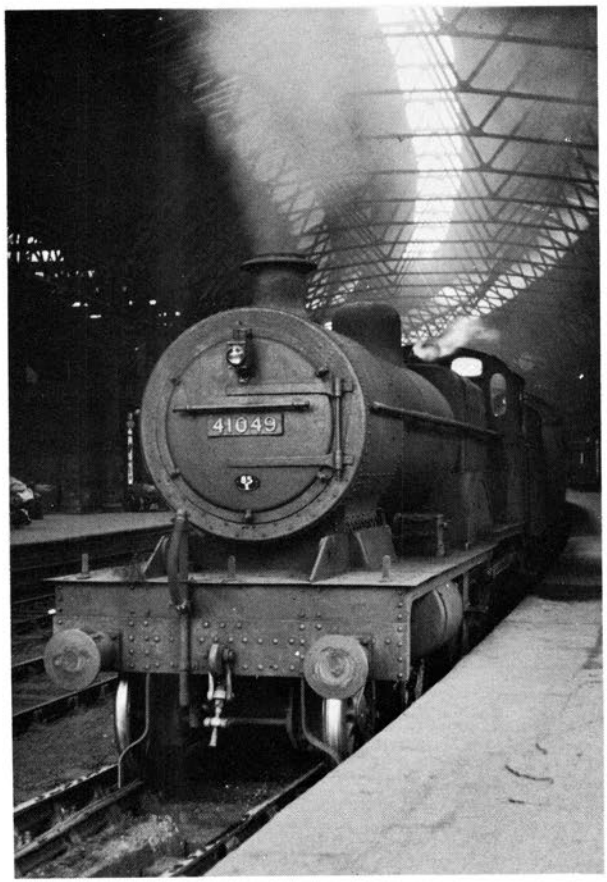
introduction



The London, Midland and Scottish Railway formed in the 1923 Grouping was by any standards a huge and diverse conglomeration. In view of the resulting union of bitter rivals like the Caledonian and the G. & S.W.R., it is not surprising that internal feuds and power struggles plagued the early existence of the L.M.S., and could even still be detected in B.R. times.

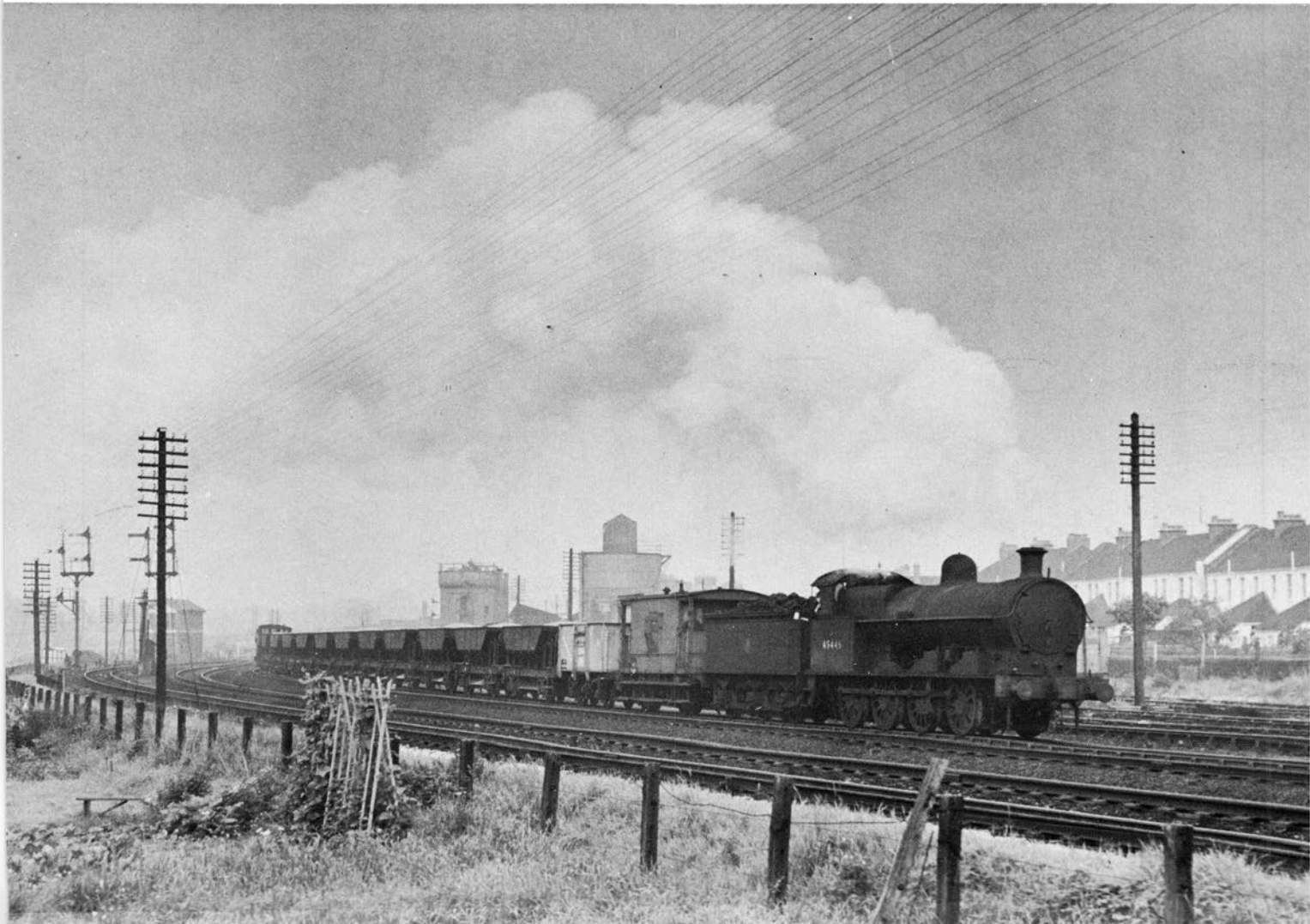
Regarding locomotives, the main conflict inevitably lay between the two largest components of the L.M.S.—the Midland with its headquarters at Derby and the London & North Western based at Crewe. Much has been written on this fascinating piece of history and it is enough to say here that the eventual dominance of Derby in design and policy is a continuing source of wonder. With the advent in 1932 of Stanier, who was Great Western-disciplined but able to advance on Swindon practice, L.M.S. locomotive policy at last began to develop on more sound lines, helping the company to withstand the War, all too soon to intervene.

One cannot omit a brief mention of H. G. Ivatt, the last Chief Mechanical Engineer. Unspectacular as his achievements may appear, his concentration on simplicity, standardisation and availability of motive power brought great economies to the operation of both L.M.S. and the subsequent B.R. Standard engines. It is sad that these benefits were never fully realised due to the hasty introduction of diesel and electric power.

In the following pages the London Midland Region of British Railways is depicted in the 1950s and early 1960s, surprisingly little changed from late L.M.S. days. The first half of the volume deals with L.N.W. lines, working from Stafford roughly south-eastwards to Rugby, but skirting north round Birmingham and returning to it via Coventry. New Street station provides the natural link with the Midland Railway, and in the second half this route is followed down the main line to Ashchurch, then back through Redditch and around Birmingham to Tamworth and Nuneaton.

Stafford station, Good Friday 1961, when most of the old buildings had been demolished and uncertainty as to the fate of the Euston–Crewe electrification scheme added to the air of desolation. 'Patriot' 4-6-0 No. 45516 *The Bedfordshire and Hertfordshire Regiment* pauses to take water at the head of an up partly-fitted freight. The Park Royal and Metro-Cammell D.M.U.s have worked in as the 6.23 a.m. from Coventry.

The well-known Queensville Curve on the Trent Valley route of the West Coast main line at Stafford; ex-L.N.W. 0-8-0 No. 49446 is plodding along with an up ballast train of 'Dogfish' wagons on a misty Sunday morning in September 1958.



4F 0-6-0 No. 44434 leaving the Wellington line at Stafford in March 1961. Disappearing under the bridge is the four-track main line to Crewe; the tracks diverging to the right used to form the G.N.R. branch leading to Nottingham.

Piloted by 2P 4-4-0 No. 40655, Stanier Class 5 4-6-0 No. 45148 gathers speed out of Stafford and approaches Milford with the 2.5 p.m. Liverpool (Lime Street)–Euston, September 1958.

A pair of 'Patriots' in September 1958 approaching Shugborough Tunnel near Stafford with a down Liverpool train; No. 45550 (unnamed) is piloting rebuilt No. 45521 *Rhyl*.

On the same day, the down Sunday 'Royal Scot' snakes through the gentle reverse curves out of Shugborough Tunnel, headed by 'Duchess' Pacific No. 46241 *City of Edinburgh*. This was the site of Milford and Brocton station.

Rebuilt 'Patriot' 4-6-0 No. 45545 *Planet* hauling the 2.55 p.m. Liverpool (Lime Street)–Birmingham (New Street) up the gentle but persistent gradient from Stafford to Wolverhampton. This scene is at Penkridge station in September 1958.

Bushbury, on the northern outskirts of Wolverhampton, May 1964; Stanier Class 5 4-6-0 No. 44776 heads a northbound Sunday excursion from the High Level station. The original Grand Junction Railway line from Bescot comes in at the left.

Slightly south of the previous location, 'Royal Scot' 4-6-0 No. 46111 *Royal Fusilier*, seen on the same Sunday with the 10.30 a.m. Euston–Wolverhampton (High Level).

Another Class 5, No. 44872, heading the 9.50 a.m. Birmingham–Liverpool excursion in July 1961, climbs the sharp gradient to Coseley (Deepfields) on the Stour Valley line between Birmingham and Wolverhampton.

Stanier 2-8-0 No. 48514 climbs through Dudley Port (Low Level) with a southbound freight, July 1959.

B.R. Standard locomotives took their fair share of London Midland traffic during the last years of steam. 'Britannia' Pacific No. 70033 *Charles Dickens* is shown here at Watery Lane Crossing, Tipton, heading the 8.10 a.m. Bangor–Birmingham in July 1961.

On the way out of Birmingham, Stanier Class 5 No. 44716 passes Monument Lane shed with down empty stock in March 1961. Just discernible in the yard are two Compound 4-4-0s. [P. J. Shoesmith]

No. 44444, one of the numerous L.M.S.-built 4F 0-6-0s, starts a down freight out of sidings, passing the site of Soho station, Birmingham, in June 1961. The first vehicles on this and the facing page are converted tenders, used for carrying sludge from locomotive depots.

Perry Barr North Junction, seen here in May 1959, is part of a triangular layout. Stan
8F No. 48693 brings a northbound freight off the Soho line and joins the Grand Junct
route to Bescot.

48693

The station at Perry Barr, and its surroundings, have changed greatly since this view was recorded in June 1957. 8F 2-8-0 No. 48175 is seen slowing for signals as she heads a down freight.

More of the numerous Stanier 8F 2-8-0s, at Bescot in March 1962. No. 48733, with Midland-type tender, approaches the station with an up freight from the Walsall line, while No. 48766 makes for the locomotive depot out of sight on the right. An elevated section of the M6 motorway now dominates the left of this viewpoint.

No. 44766, a modification of the familiar Class 5 Stanier 4-6-0, with roller bearings and double chimney, heading north out of Walsall station with a Sunday excursion in June 1962.

Bloxwich level-crossing on a grey day in December 1963, graced by the passage of 0-8-0 No. 48835, its tender still bearing very faint L.M.S. initials. This station lay north of Walsall on the Rugeley branch. [P. J. Shoesmith]

Sunday diversions were frequent while pre-electrification work was carried out on the main lines. On such an occasion in June 1962 Class 5 4-6-0 No. 44759 climbs to Hednesford on the Rugeley–Walsall branch with the 8.0 a.m. Bangor–Birmingham (New Street).

'Baby Scot' (or more officially unrebuilt 'Patriot') No. 45518 *Bradshaw* arrives at Rugeley (Trent Valley) in January 1960. The train is the 11.45 a.m. Liverpool–Rugby slow.

In June 1959 the up Sunday 'Ulster Express' speeds through Tamworth (Low Level) on the Trent Valley route, headed by 'Royal Scot' No. 46139 *The Welch Regiment*. The bridge carries the Midland Railway's station on the Birmingham–Derby line, and the lift housing on the right indicates the facility for interchange of parcels traffic.

46139

DUCHESS OF HAMILTON
46229

A562

Reduced to local freight working, 'Jubilee' No. 45626 *Seychelles* is seen in December 1963 at Brownhills on the Walsall–Lichfield branch. [P. J. Shoesmith]

Stanier Pacific No. 46229 *Duchess of Hamilton* approaches Tamworth with the down Sunday 'Mid-day Scot' in June 1959.

'Jubilee' 4-6-0 No. 45740 *Munster* approaching Hademore troughs on the Trent Valley line east of Lichfield with an up express, Good Friday 1957.

In 1954 an experimental push-and-pull service was introduced between Birmingham and Sutton Coldfield, but was soon superseded by the first 'Derby Lightweight' diesel sets. Ivatt 2-6-2 tank No. 41223 arrives at Erdington in charge of a working from Sutton in May 1955.
[P. J. Shoesmith]

Stanier 8F 2-8-0 No. 48449 sets off along the down slow line of the Trent Valley route out of Nuneaton, hauling a modest-sized freight, March 1961. The rather elegant signal gantry protects the junction for Shackerstone and the complex of lines in the Ashby-de-la-Zouch area.

Lichfield City station, March 1962. Fowler 4F 0-6-0 No. 44124 waits with a southbound freight, while a 3-car Metro-Cammell diesel set leaves as the 2.34 p.m. to Birmingham.

Although forming part of the Midland Railway's Birmingham–Leicester service, the Nuneaton to Wigston section was, in fact, North Western territory; Hinckley station, recorded in April 1957, as Fairburn Class 4 2-6-4T No. 42182 arrives with an evening Leicester–Birmingham local.

The west end of Nuneaton (Trent Valley) station in October 1962, before completion of the overhead wiring. Stanier Class 5 2-6-0 No. 42962 with a ballast train on the Midland route has just crossed the L.N.W. lines. [P. J. Shoesmith]

Speeding towards Nuneaton (Trent Valley), 'Royal Scot' 4-6-0 No. 46106 *Gordon Highlander* is in charge of the 1.35 p.m. Euston–Perth and Blackpool in April 1958. This was the only locomotive of its class to be fitted, after rebuilding, with B.R. Standard smoke deflectors, reputedly more efficient than the smaller pattern normally worn.

Typically grimy, but still serviceable, Class 5 No. 45270 urges an up express towards Brinklow, Trent Valley main line, on an August evening in 1961. The variety of coaching stock makes an interesting contrast with the scene only a few years later.

One of Stanier's original 'Princess' Pacifics, No. 46211 *Queen Maud*, gather speed out of Rugby with the down 'Emerald Isle Expres April 1958.

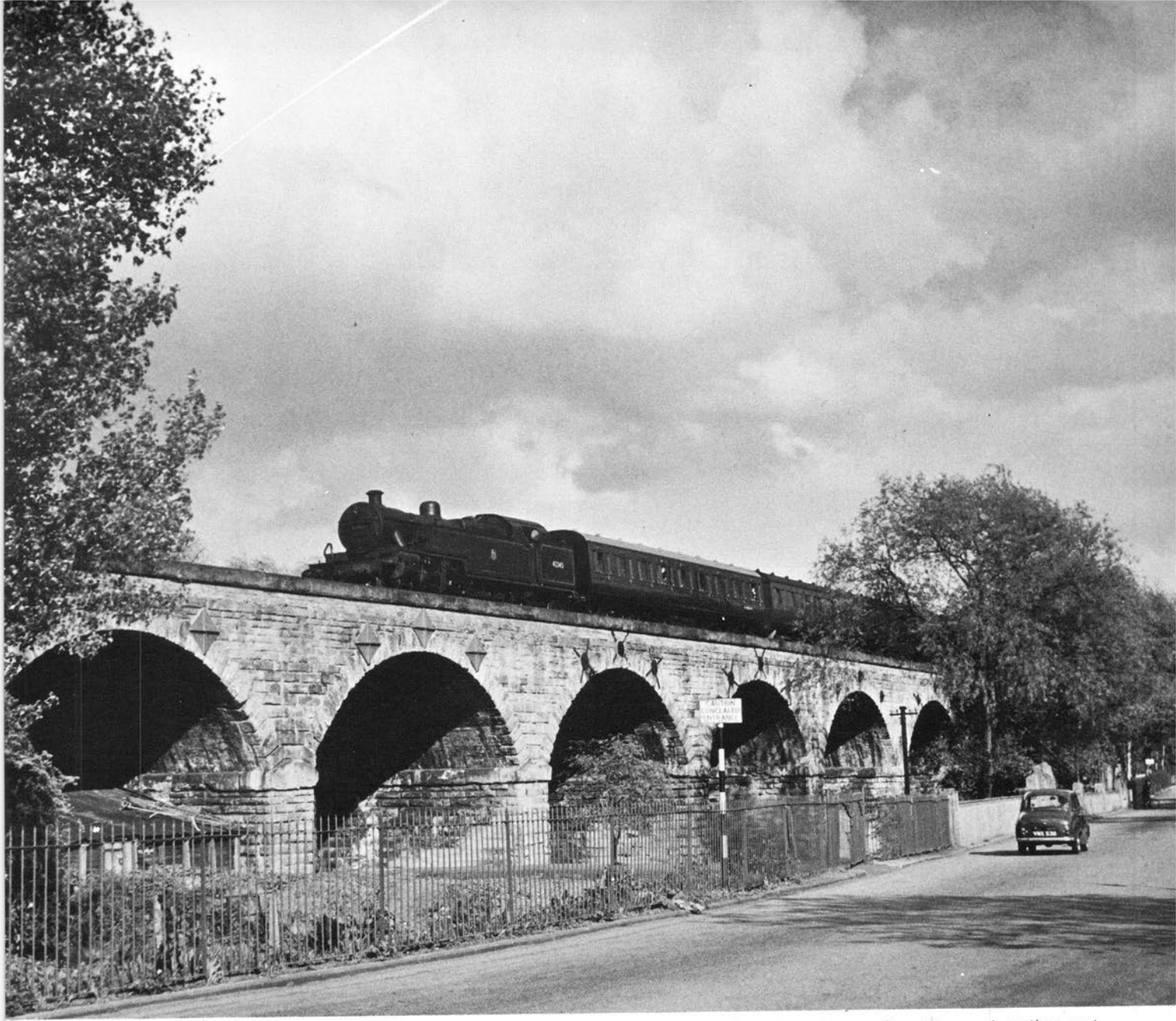
Rugby Midland stati in June 1959; 2-6-4T No. 42062 has just arrived with the 4.50 p.m. from Leicester.

'Jubilee' No. 45571 *South Africa* accelerating onto Newbold troughs in June 1960, at the same location as above left but looking north. The train is the 12.45 p.m. from Euston to Blackpool and Barrow.

On the Birmingham line out of Rugby, a pair of Stanier Class 5s, Nos. 45071 and 44914, speeds the down 'Midlander' over Holbrook Park water troughs on Whit Monday 1958. The chimney of the cement works nearby is a local landmark.

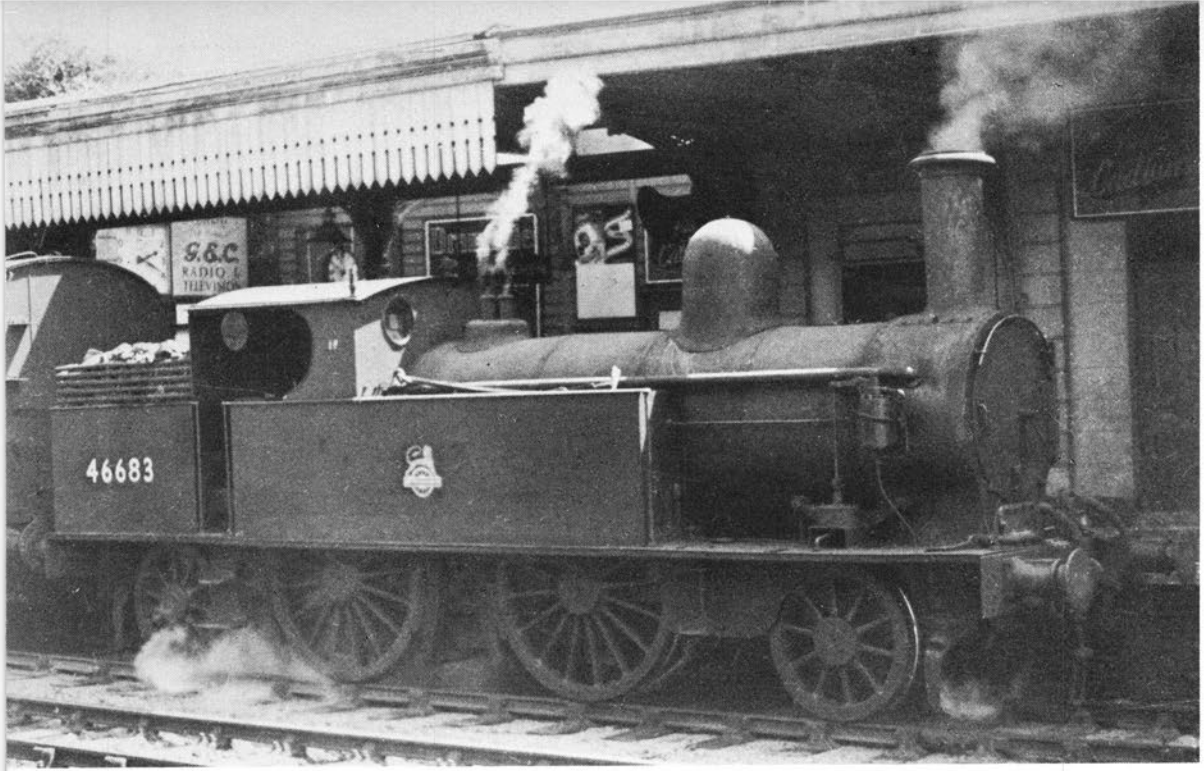
Ivatt Class 2 2-6-2 tank No. 41227 propels the 4.30 p.m. Leamington Spa (Milverton)–Rugby out of Dunchurch station on 13 June 1959, the closing date of this rural branch. Although not the final train of the day, it was the last to call at Dunchurch.

8F 2-8-0 No. 48559 at Kenilworth Junction, on the Leamington–Coventry branch, in April 1962. After handing over to the fireman the single-line staff for the $1\frac{3}{4}$-mile section to Gibbet Hill, the signalman is returning to his box. The train is a Sunday p.w. freight which has backed off the Berkswell direct line on the right.

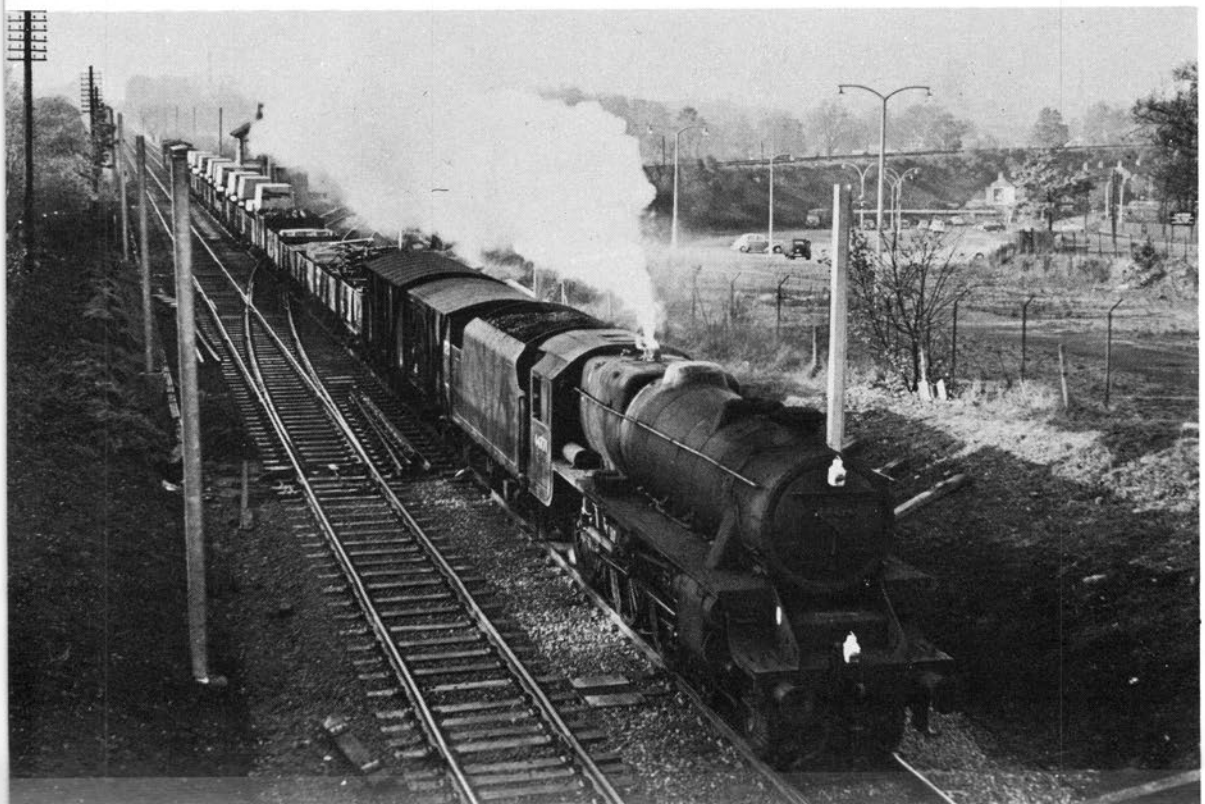


Fowler Class 4 2-6-4 tank No. 42345 sets off from Leamington Spa (Avenue) station and crosses the river Leam with a late afternoon train to Coventry and Nuneaton, May 1958.

Stanier 2-6-4 tank No. 42538, tackling a longer-than-usual local, approaches Milverton in May 1958 with the Sunday 6.25 p.m. Coventry–Leamington.



Ex-L.N.W. 2-4-2T No. 46683—then a rapidly-diminishing class—at Coventry station on a push-and-pull working from Leamington in June 1952.
[P. J. Shoesmith]



'Black 5' 4-6-0 No. 44771 passes Humber Road Junction on an up freight in November 1963, with electrification masts sprouting along the line. The track off to the right used to form a connection with the the Nuneaton branch, avoiding Coventry station.

'W.D.' 2-8-0 No. 90148 lumbers through Coventry station in May 1958, bound for Leamington with a slow freight. This rather inadequate station was completely rebuilt in time for the opening of the new cathedral in 1962.

DNS CO, LTD.

'Jubilee' No. 45741 *Leinster* passing Berkswell in September 1959 with the 4.10 p.m. Wolverhampton (High Level)–Euston. To facilitate electrification work, it was at about this date that most of the London–Wolverhampton express services were transferred to the G.W.R. route, an event which unfortunately coincided with the opening of the M1 motorway.

One of the few L.N.W. classes to survive right through the 1950s was the familiar 0-8-0, nicknamed 'Super D' until the end; No. 49439 trundles freight along the Nuneaton branch south of Foleshill in June 1961.

Diverted via Coventry for Sunday p.w. works on the Trent Valley line in June 1958, 'Jubilee' 4-6-0 No. 45633 *Aden* approaches Berkswell with an up West Coast express.

The 5.25 p.m. Coventry–Birmingham (New Street) local makes a vigorous start from Berkswell on the same day, in the hands of Fowler 2-6-4 tank No. 42346.

Two Midland-type 4-4-0s seen working local passenger trains on the Coventry–Birmingham main line in 1956: (above) 2P No. 40646 leaves Beechwood tunnel with a down evening train; (below) Compound No. 41113 approaches Stechford on a Sunday morning.

The B.R. Standard Class 5 4-6-0 seemed no improvement on the popular Stanier version introduced 17 years earlier: No. 73004 is shown passing Marston Green on the 12.14 p.m. Watford–Birmingham semi-fast, March 1961.

Stanier Class 3 2-6-2T No. 40180 shunting into the extensive down yard at Stechford, Birmingham, in September 1960. This station, at the junction of the lines to New Street and Aston, saw some interchange trip freight working.

Stechford station in June 1959; another Standard locomotive, 2-6-4 tank No. 80039 (from Bletchley shed) arrives at the head of the 12.42 p.m. Coventry–Birmingham (New Street) local.

The Stechford–Aston line carried scarcely any regular passenger services, but was in constant use by freight turns and for diversions etc; Ivatt Class 2 2-6-0 No. 46446 bustles through Ward End Park with a local football special bound for Witton (adjacent to Villa Park), April 1957.

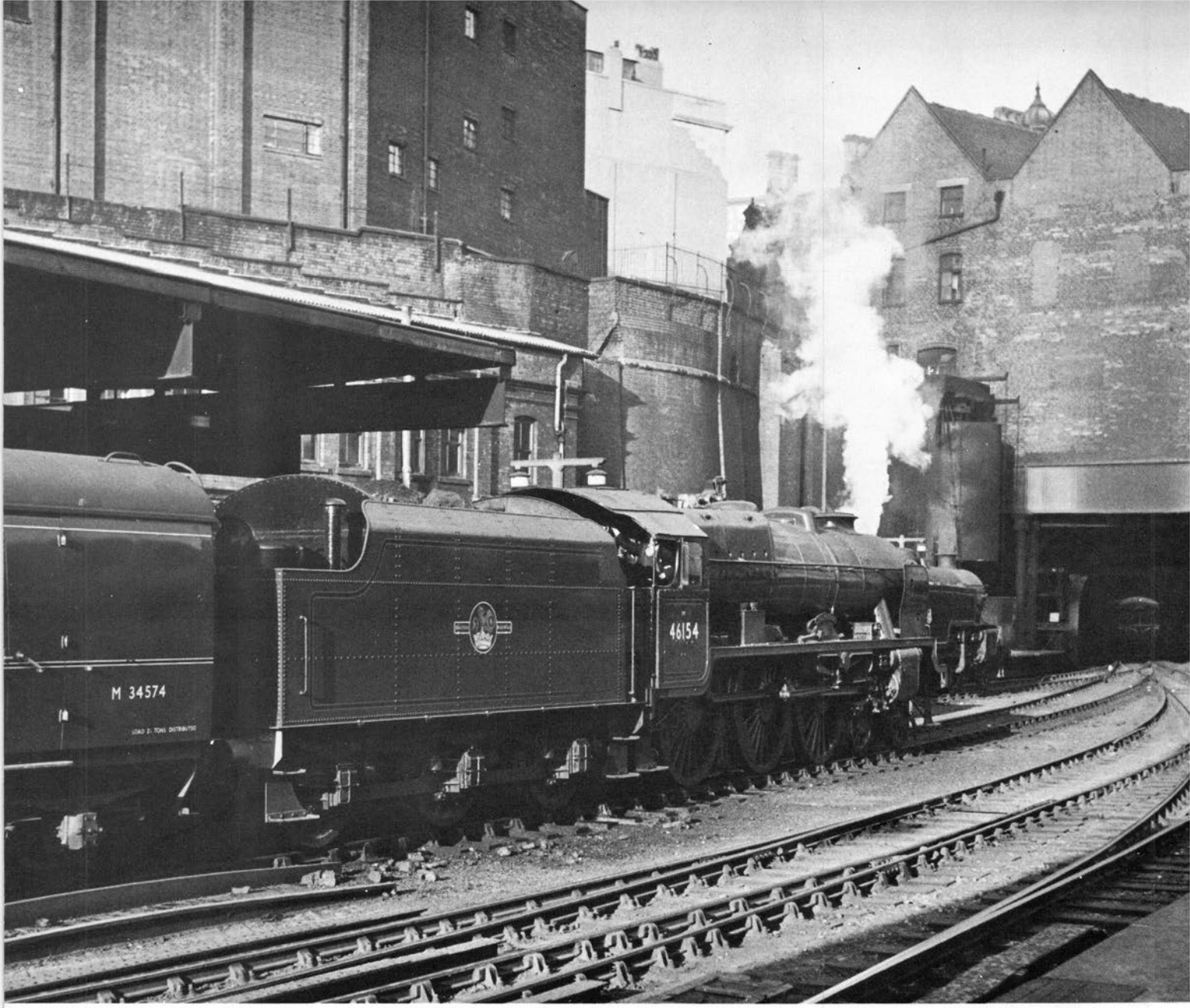
On the same line, another local football excursion from Coventry to Witton approaches Aston in December 1957, handled by Stanier 2-6-4T No. 42544. The siding leads not to Washwood Heath gasworks, so evident on the left, but to Nechells power station. The train has just crossed the Birmingham–Derby main line.

44747

Sunday diversion at Aston station in March 1959: Caprotti-fitted Class 5 No. 44747 heads for the Stechford line with the 1.55 p.m. Manchester–Euston.

Class 5 4-6-0 No. 44685—one of the series fitted with roller bearings—at Vauxhall & Duddeston station, June 1963. The train is empty stock from New Street, the engine being detached to go onto Aston shed.

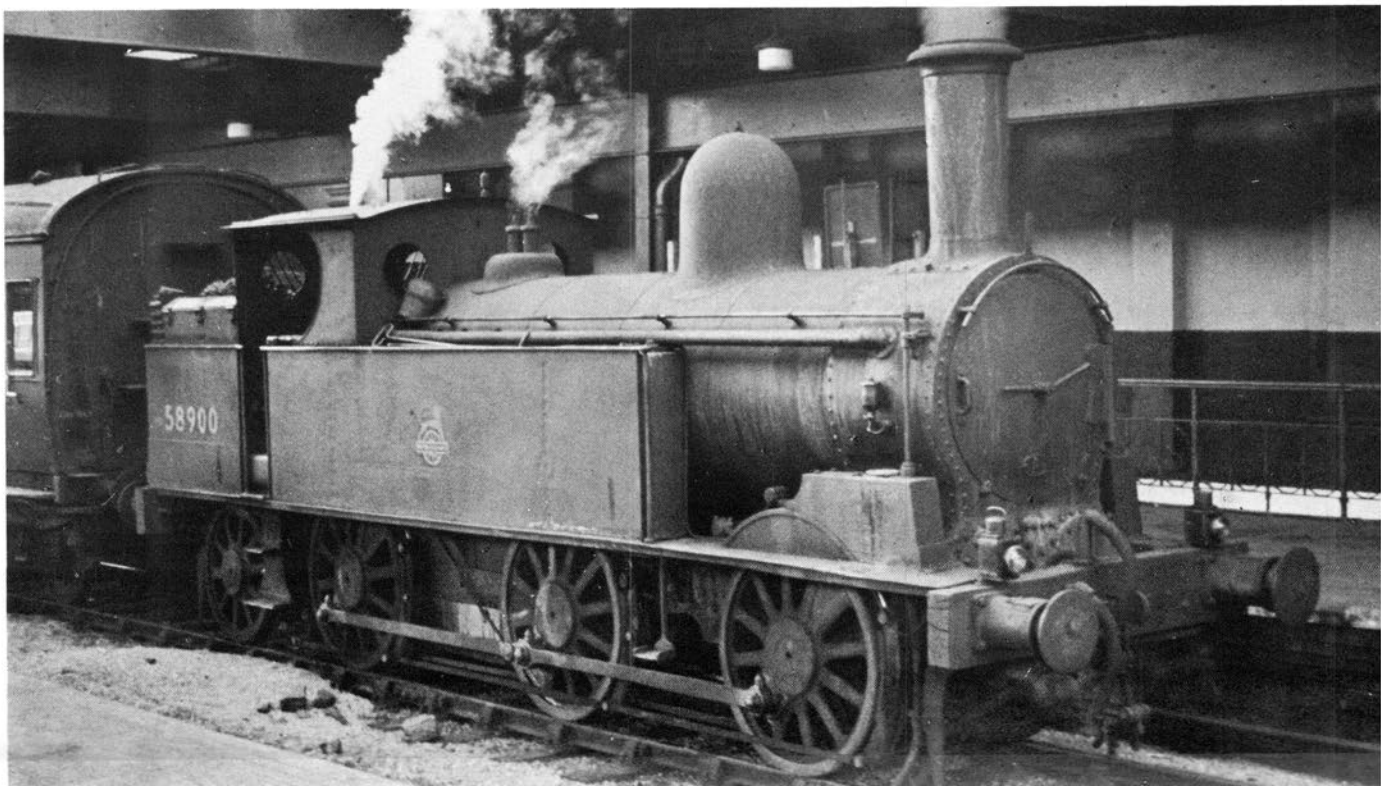
New Street station, August 1958: 2-6-4 tank No. 42616 arrives at platform 5 with the 5.15 p.m. from Rugeley (Trent Valley), as 2-6-0 No. 43036 leaves with a northbound Midland Division local.

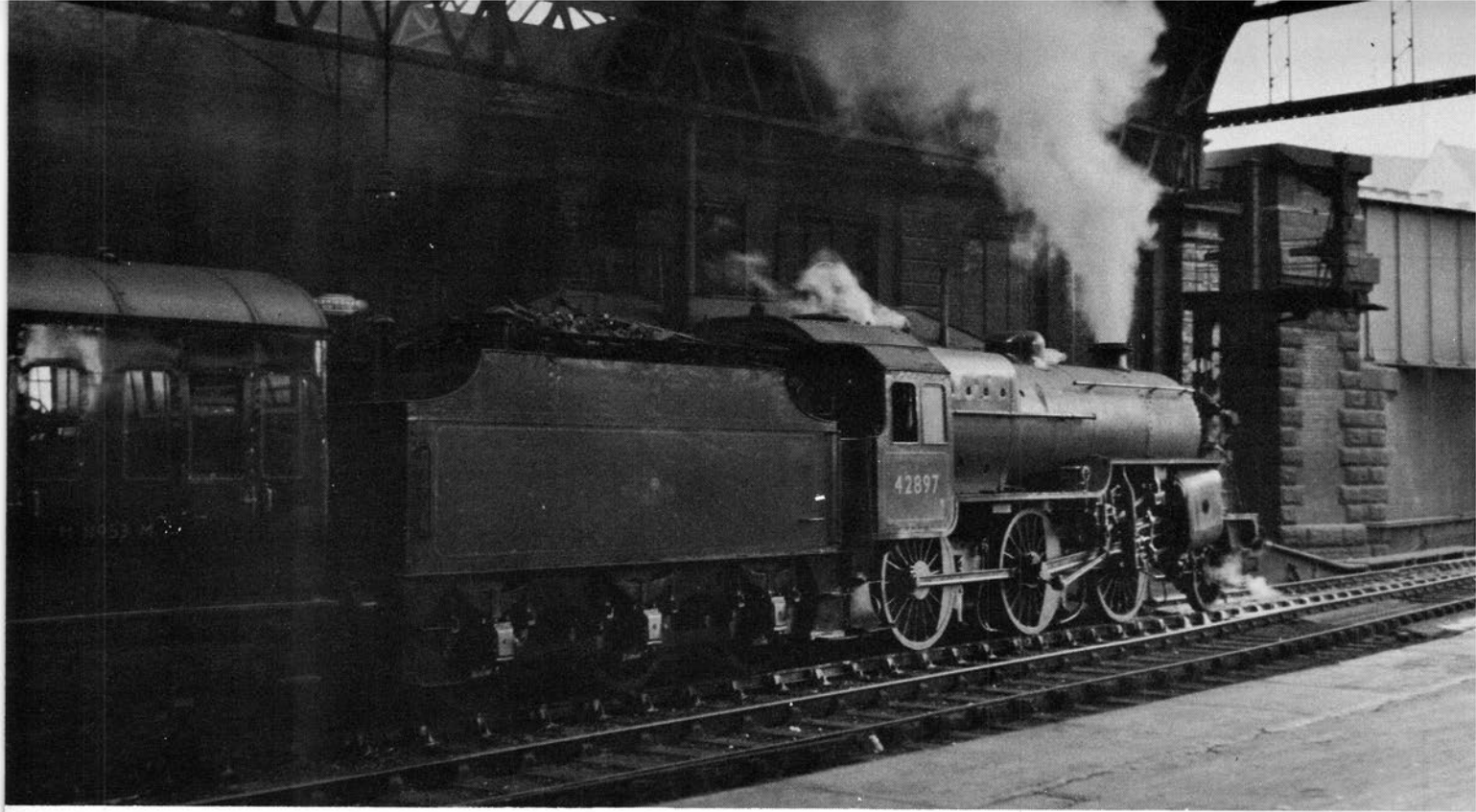


Freshly painted in lined green, 'Royal Scot' 4-6-0 No. 46154 *The Hussar* stands at platform 3, Birmingham (New Street), at the end of her journey on the daytime Glasgow and Edinburgh train, April 1958. Beyond is a 2-6-4T on a local, and a D.M.U. arriving.

Once a familiar sight, Webb 0-6-2 'Coal Tank' No. 58900 shunting empty stock at New Street, June 1953. Note the wooden buffer beam.
[P. J. Shoesmith]

In January 1957, 2-6-4 tank No. 42674 prepares to pilot 'Baby Scot' 4-6-0 No. 45539 *E. C. Trench* on the 2.0 p.m. to Liverpool and Manchester. Platform 6, used for most L.N.W. northbound departures, was not only at the foot of a steep climb through tunnels, but also exceptionally short and awkwardly shaped, involving much drawing forward and setting back.




42897

40108

Unlike that on the North Western side of New Street, the Midland's overall roofs survived World War II. Here, on the left, 'Crab' 2-6-0 No. 42897 in September 1958 is about to leave platform 7 with the 6.25 p.m. to Derby. Also at platform 7, Compound Class 4P No. 41095 (above) awaits departure time as she heads the 1.45 p.m. to Norwich, Yarmouth and Cromer via the M. & G.N. line, May 1957.

Stanier Class 3 2-6-2 tank No. 40108 stands at platform 6 with a down parcels in September 1960, as a train of D.M.U.s arrives from Northampton.

Ex-Midland Railway 2P 4-4-0 No. 40501 from Bristol, carrying a new shedplate in the Western Region series, stands at New Street's platform 8 in April 1958, after bringing in the 11.30 a.m. stopping train from Gloucester.

Down Midland trains also faced a very tricky climb through tunnels out of New Street, and stalling was no uncommon. 4F 0-6-0 No. 44538 gives rear-end banking assistance to a 'Jubilee' on the 12.52 p.m. York- Bristol in July 1958.

44538

Looking across to platforms 8, 9, 10 and 11 from the west end of No. 7, February 1958. Another ex-M.R. 2P, No. 40511, is on station pilot duties and a 3F 0-6-0 can be seen peeping out of the Back Sidings.

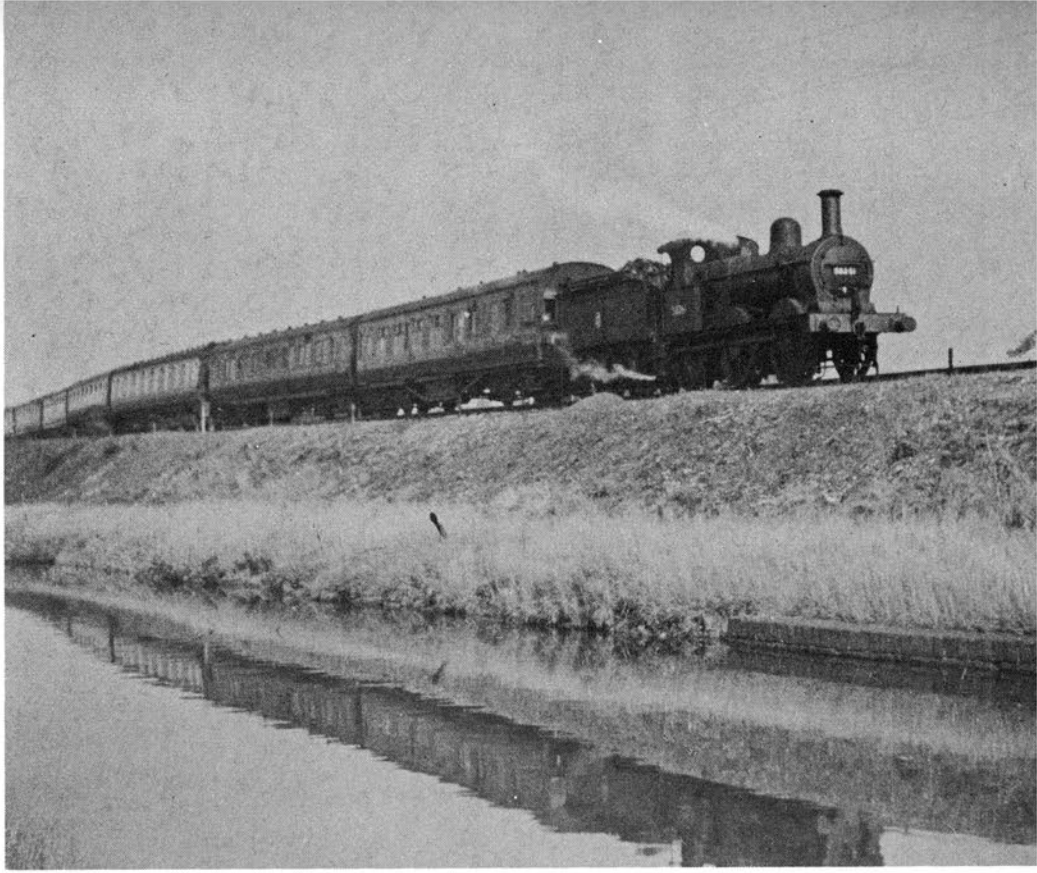
The view from Hill Street, Birmingham, of the northbound 'Pines Express' arriving at the Midland side of New Street in April 1961, behind Stanier 'Jubilee' No. 45590 *Travancore*. No. 5 signalbox is in the background, and a disused turntable on the left.

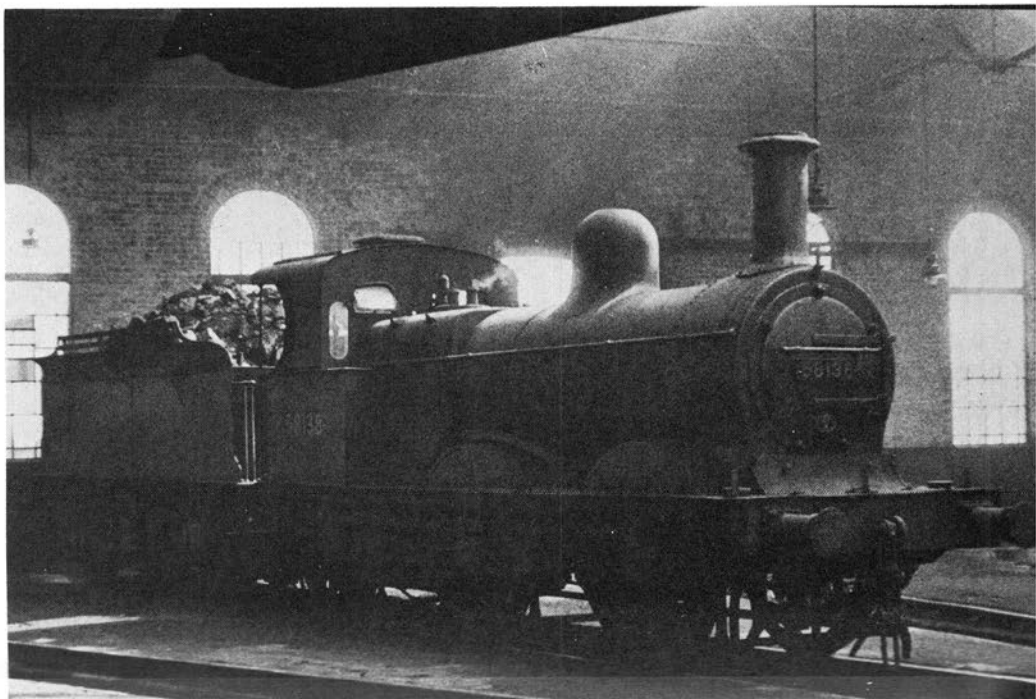
Class 5 4-6-0 No. 45263 reaches the end of the steep climb out of New Street and emerges from the short tunnel under Church Road, Edgbaston. The train is the 5.25 p.m. Birmingham–Gloucester, May 1964.

[P. J. Shoesmith]

The Birmingham West Suburban Railway, which formed most of the M.R. route from New Street to King's Norton, hugged the Worcester and Birmingham canal. Reflected in the water, M.R. 2F No. 58261 (with 5ft 3in wheels) shunts empty coaches at Selly Oak in March 1957.

[P. J. Shoesmith]



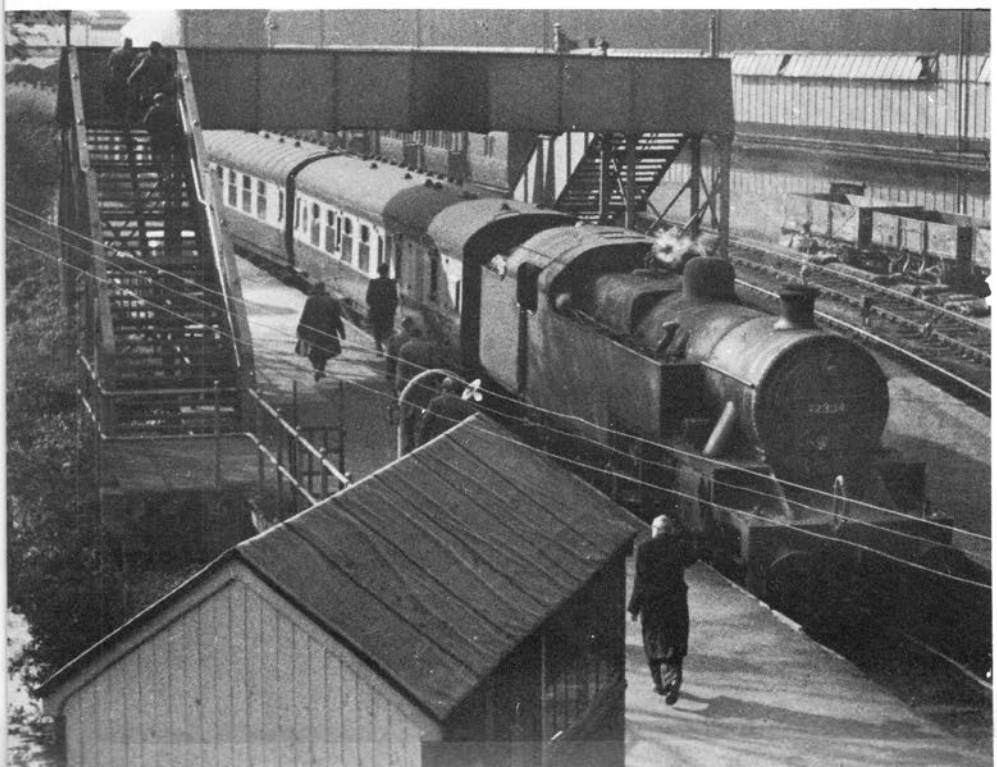


2F 0-6-0 No. 58138 (4ft 11in wheels) resting in Bournville shed in May 1959. This relatively light and airy depot principally supplied locomotives for local passenger workings, the 2Fs being used on the Halesowen branch.

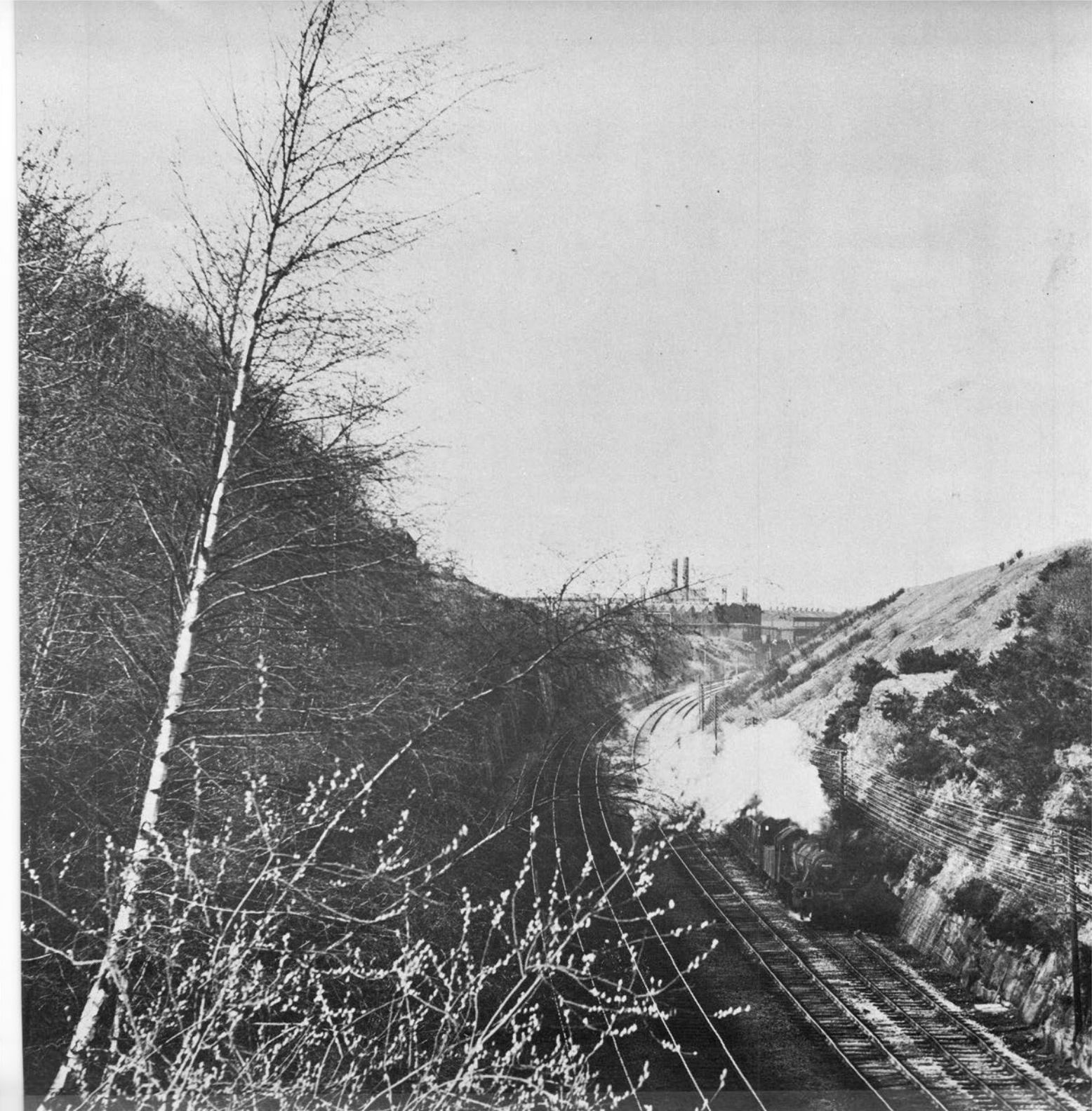
[P. J. Shoesmith]

Class 4 2-6-0 No. 43122 leaves King's Norton with an up local in August 1963. Waiting on the spur from Lifford on the left is 4F 0-6-0 No. 44226, with a freight, probably bound for nearby Bournville.
[P. J. Shoesmith]

(Opposite): Cofton cutting is the site of a tunnel, opened out in 1929 on quadrupling the tracks. On the horizon is the Austin works, and below is a Birmingham–Redditch loca in April 1963, with 2-6-0 No. 46443 (now preserved).
[P. J. Shoesmi



Longbridge station, on the Halesowen branch, had an unadvertised workmen's service for the Austin motor works which lay alongside. In May 1955, 2-6-4T No. 42334 waits to leave on the evening train which is advertised after reaching King's Norton on the main line. [P. J. Shoesmith]



Stanier 2-8-0 No. 48556 stops in Blackwell station to pin down brakes before venturing onto the 1 in 37 descent of Lickey with a freight, August 1953.

[P. J. Shoesmith]

'Big Bertha', the one and only 0-10-0 Lickey banker produced by the Midland Railway in 1919. She is seen here on her home ground in August 1953, about two years before withdrawal.

[P. J. Shoesmith]

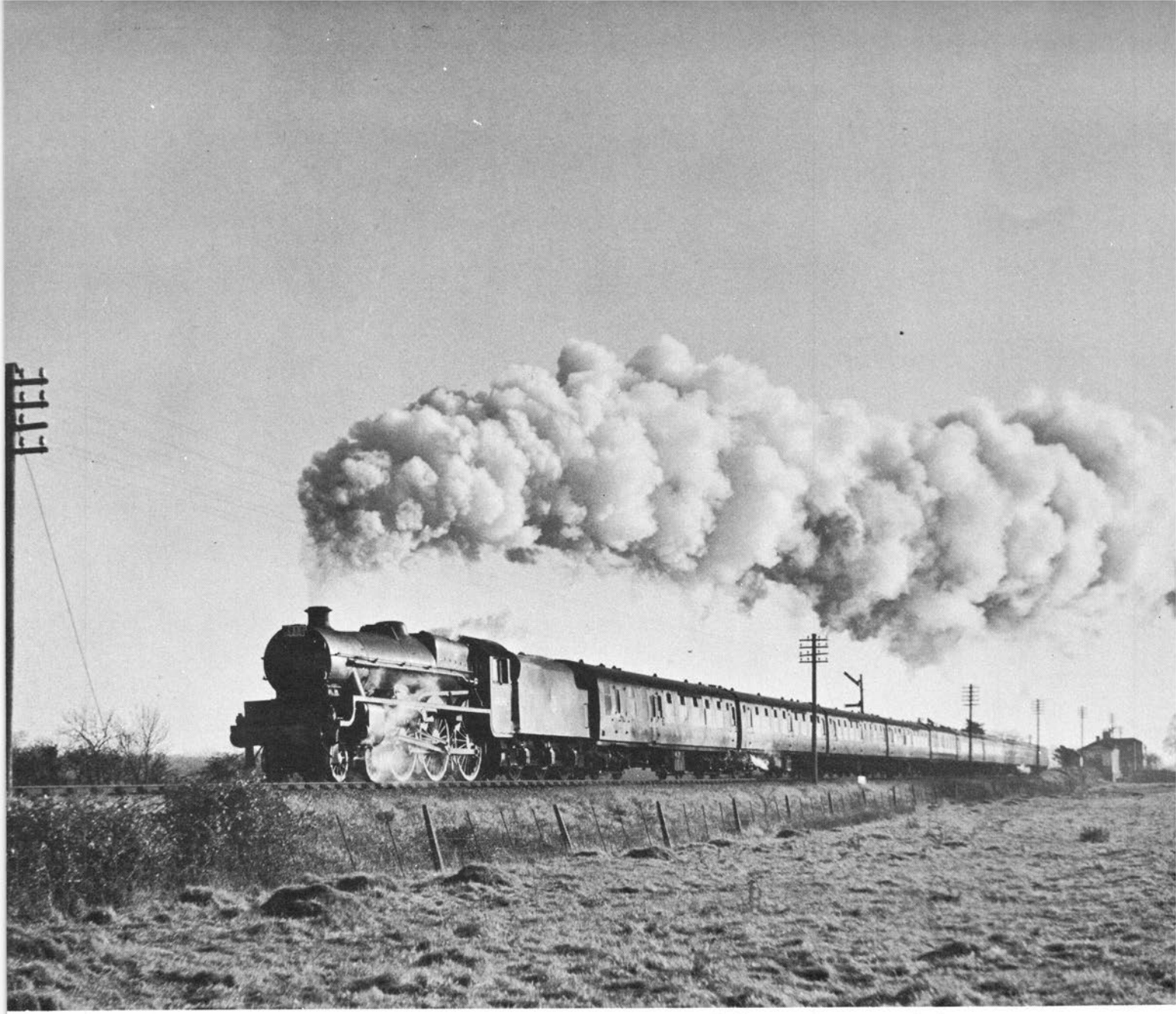
A once familiar scene at the summit of the Lickey incline: two 'Jinty' 0-6-0 tanks see off the 7.35 a.m. Bristol–Bradford at Blackwell, November 1956. Banker No. 47301 is already falling behind and No. 47425 is about to do likewise.

L.M.S. 4F 0-6-0 No. 44516 calls at Worcester (Shrub Hill) station on a fine June evening in 1959. The train is the 5.15 p.m. Bristol–Birmingham slow—a relic of the old-fashioned main line stopping train, travelling a fairly long way in a very long time. Although most through traffic went via Dunhampstead to avoid Worcester, the Midland found considerable advantage in its joint ownership of this station in what was otherwise Great Western territory.

Taking the spur from the G.W.R. Worcester–Oxford line at Norton Junction, Stanier 2-8-0 No. 48414 heads southwards for Abbotswood Junction and the M.R. Derby–Bristol main line in May 1965.

Overleaf: The splendid station built by the Midland Railway at Ashchurch served only a small village but formed junctions to Evesham and Redditch on the east, and to Tewkesbury and Malvern on the west side. On a June evening in 1959 ex-M.R. 3F 0-6-0 No. 43210 completes the picture as she fusses through with an up freight.

ASHCHURCH
JUNCTION FOR TEWKESBURY
EVESHAM ALCESTER
AND REDDITCH.
43210



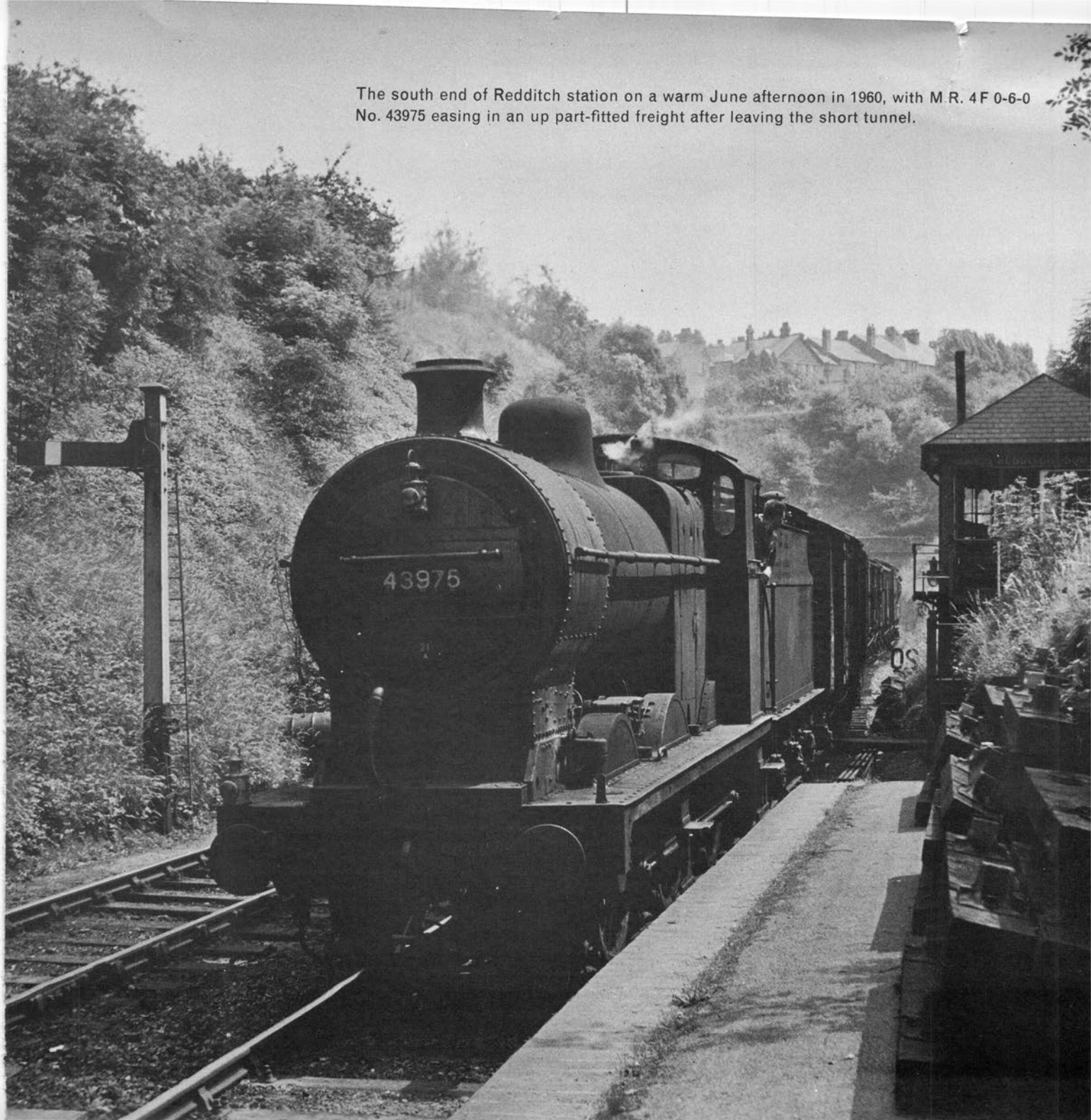
'Jubilee' Class 6P 4-6-0 No. 45590 *Travancore* gets under way dramatically from a severe p.w. slack near Wadborough in December 1957. The train is a Sunday Cardiff–Birmingham (New Street) excursion.

In February 1960, the 4.25 p.m. Ashchurch–Birmingham (via Redditch) arrives at Beckford, hauled by No. 43013, a Class 4 2-6-0—the unlovely but functional design of H. G. Ivatt.

Fowler 2-6-4 tank No. 42416 arrives at Evesham M.R. station with the 2.55 p.m. Redditch–Ashchurch, April 1962. The G.W. station lies off to the left.

Earlier the same afternoon, ex-M.R. 4F 0-6-0 No. 43979 sets off for the single-line section to Redditch at Broom, formerly the junction for the S. & M.J.R.

2-6-4T No. 42054 leaves Alcester on Easter Monday 1959 with a down local excursion. The interesting signal controls exit and entry for the passing loop. [P. J. Shoesmith]



The south end of Redditch station on a warm June afternoon in 1960, with M.R. 4F 0-6-0 No. 43975 easing in an up part-fitted freight after leaving the short tunnel.

Barnt Green station in May 1963, with the Redditch branch curving in behind the buildin
on the right and Class 5 4-6-0 No. 44945 arriving at the main line platform on the 5.25 p.
Birmingham (New Street)–Gloucester. [P. J. Shoesmi

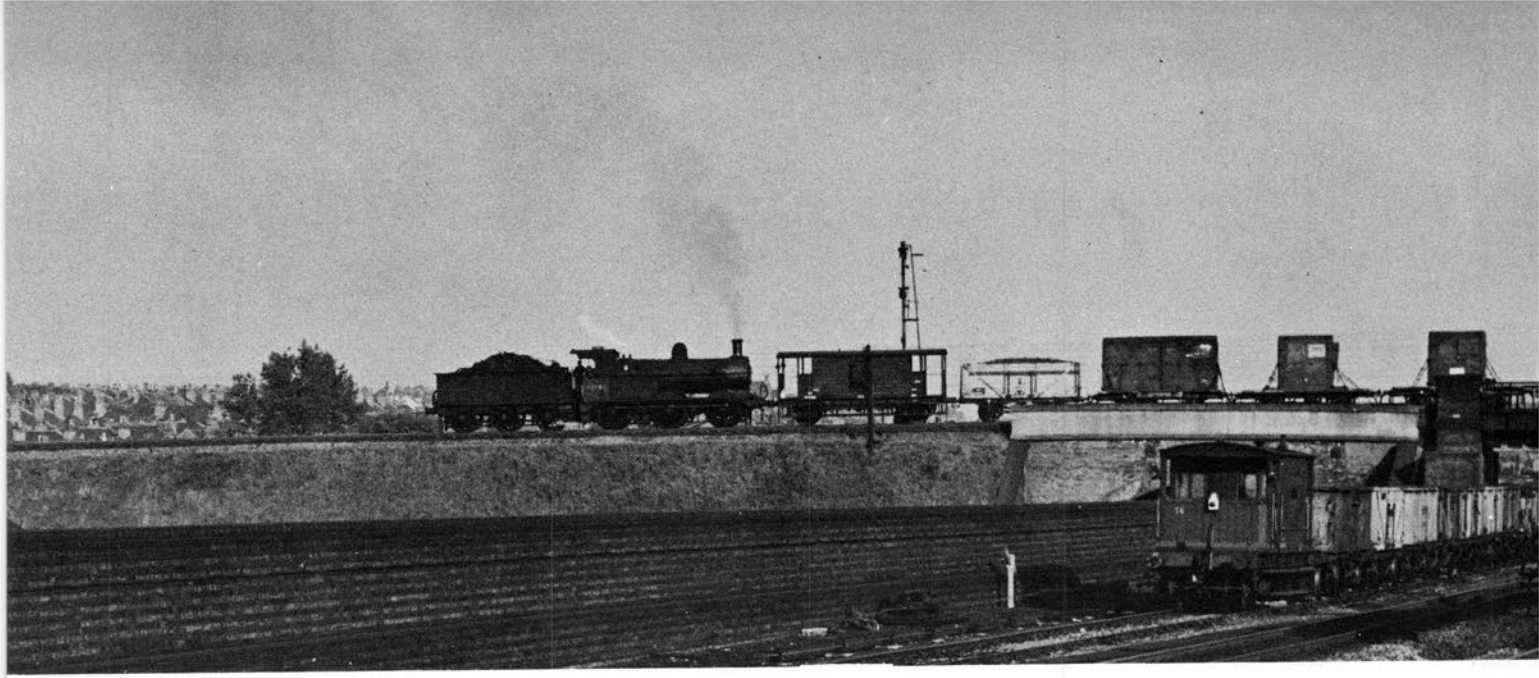
L.M.S. 'Jinty' 0-6-0T No. 47276 approaches Redditch with the 1.15 p.m. local from Ashchurch on 29 September 1962. This day marked the closure of the line between Redditch and Evesham, although the Ashchurch section remained open until the following year.

WAY OUT
1
WAY OUT
3
WAY OUT
14945
BARNT GREEN
TICKET OFFICE AND LADIES ROOM
GENTLEMEN

A handful of passengers alights from a Redditch local at Alvechurch in June 1958, and 2-6-0 No. 43013 prepares to carry on towards Birmingham. [P. J. Shoesmith]

Ex-M.R. 3F 0-6-0 No. 43583 banks a down evening freight on the 1 in 85 to Camp Hill o the Saltley to King's Norton line avoiding New Street; taken from Bordesley station o the G.W. line, July 1961.

Hazelwell, also on the Camp Hill line, was closed to passengers in 1941, along with th other intermediate stations, allowing the line's capacity to be devoted to freight. B.R Standard 9F 2-10-0 No. 92052 is here seen hauling an up freight in September 1961.



92052

The foot of the climb to Camp Hill at Saltley station, as Stanier 8F No. 48339 works hard getting a down freight under way, April 1958. The gasometers on the left are the same ones as are illustrated on page 53.

Ex-L.N.W.R. 0-8-0 No. 49210 brings an oil tanker freight off the Penns line through Castle Bromwich station in September 1959. Encroachment by L.N.W. engines onto Midland lines was far less common than the converse, which amounted to a wholesale invasion of the L.M.S. by Midland types.

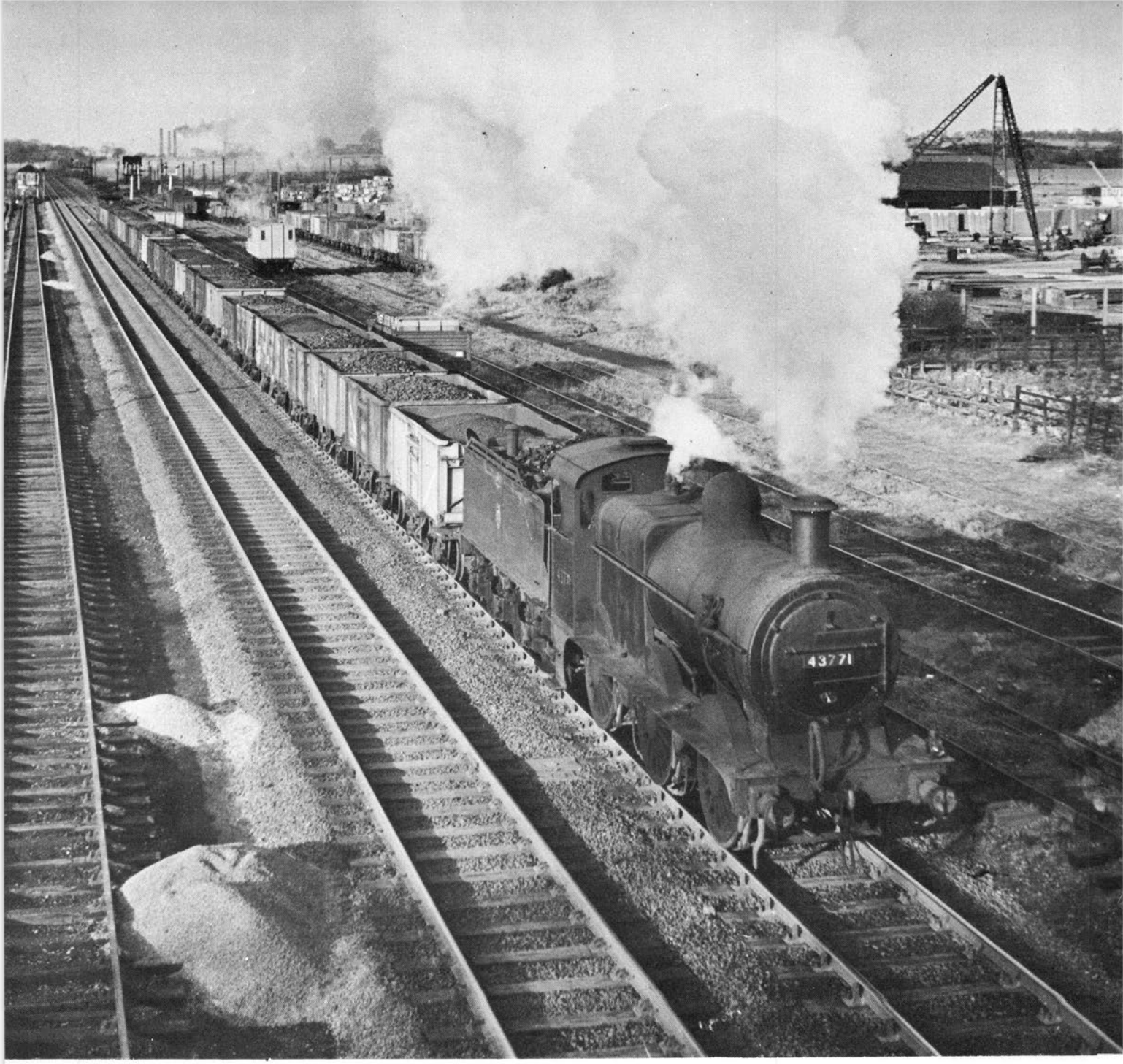
Some five miles beyond Penns is Streetly, seen above in August 1957. That Bank Holiday weekend, the Boy Scouts held their Jubilee Jamboree in nearby Sutton Park, and this push-and-pull train propelled by Ivatt Class 2 2-6-2T No. 41220 was a working from Birmingham (New Street) to Wolverhampton via Walsall. Note the temporary ground frame installed on the right to cope with excursion traffic.

The Midland Railway's branch from Aldridge to Brownhills was aimed at the coalfield in that area, which was also well served by the L.N.W.R. With the closure of the collieries by the early 1960's the line was doomed, the passenger service having been withdrawn many years earlier. This scene at Walsall Wood station in September 1957 includes a 4F 0-6-0 shunting coal wagons. [P. J. Shoesmith]

42798

A B.R. Standard Class 5 4-6-0 fitted with Caprotti valve gear, No. 73139, approaches Water Orton at the head of the Fridays-only 2.15 p.m. York–Gloucester, October 1959. The train has just passed Hams Hall power station on the horizon to the right.

'Crab' 2-6-0 No. 42798 passes Water Orton, north-east of Birmingham, with a down semi-fitted freight in February 1959. This robust class of locomotive was of early L.M.S. origin, from a basic design by Hughes of the L. & Y.R., shortly before the Midland 'takeover'. The tracks on the right lead to Coleshill and Whitacre.


43771

The Derby main line north of Kingsbury in November 1957, as Midland 3F 0-6-0 No. 43771 starts a down coal train from the colliery line in the distance.

The High Level station at Tamworth on a wintry March day in 1958; 4F 0-6-0 No. 44601 rumbles through on a down freight, and a similar locomotive is just visible on the spur to the L.N.W. line.

Straying a little further north to Burton-on-Trent, this illustration contains what might be termed the grandsire of the L.M.S. 'Jinty'. Although rebuilt with Belpaire firebox, this ex-M.R. Class 1F 0-6-0T No. 41878, recorded at Shobnall in August 1957, was designed in the 1870's. Beyond the typical Midland signal box, 4F 0-6-0 No. 44599 approaches. [P. J. Shoesmith]

The Birmingham–Leicester service was mentioned on page 31, and this is the Midland station at Nuneaton (Abbey Street) in April 1958. Ivatt Class 4 2-6-0 No. 43046 is arriving in charge of the 2.26 p.m. Ely–Birmingham, on a rather roundabout journey.

These two pages provide reminders of the widespread use of Stanier L.M.S. locomotives, especially in the closing years of steam. 8F 2-8-0 No. 48101 on the G.W.R. Birmingham–Leamington main line passes Rowington troughs with an up freight, September 1961.

On the Great Central line, during its latter days as a through route, Class 5 4-6-0 No. 45215 pulls away from Rugby (Central) station with the 2.38 p.m. Marylebone–Nottingham (Victoria) in April 1965.

A closing glimpse of steam in the Midlands, with a Class 5 on Lickey, heading a partly-fitted freight.

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